FOR MYSORE STATE

T. W (1954) Department.

M/S SERIES.

G.O. No. 2402
(Copy

Dated 9—7—1954

[Despatch Abstract.]

Communications Bridges — Decking railway bridge across Netravathi river in South Kanara district for road traffic — Proposal forwarded to Government of India — Papers recorded

Copy of letter from the Government of India, Ministry of Transport (Roads Wing), New Delhi-2, No.PL-20(5)53, dated 14.1.1964.

Addressed to all State Governments (Departments concerned with roads), except Jammu & Kashmir, Bilasapur, Coorg, Manipur, Tripura, and Andaman & Nicobar Islands.

Sub: Proposals for providing road deckings over existing railway bridges.

. . . .

I am directed to say that the Government of India propose to consider the possibility of making alternations and additions to some of the existing railway bridges so as to provide road-ways for carrying railway bridges so as to provide road ways for carrying road traffic as well, wherever the construction of a separate road bridge may not be feasible in the near future for financial or other reasons. For this purpose they have decided to appoint a Committee consisting of the representatives of the Ministries of Transport, Railways (Railway Board), and Finance, who after examination of individual cases in detail and on merits, will submit their recommendations to Government. The Committee may co-opt representatives of State Governments for the examination of proposals relating to bridges lying the territories of the States concerned.

2. I am to request that the proposals of the State Government in respect of those railway bridges in their State, where the provision of a road decking is considered an urgent necessity, may be forwarded to this Ministry by the 12th February 1954.

3. I am to add that in the event of a decision being finally reached to provide an existing railway bridge with road decking, the State Government will have to bear their share of the initial cost of construction and subsequent maintenance of the road decking as may be fixed after taking into consideration the recommendations of the Committee mentioned above. The State Government will no doubt keep this point in view while formulating their proposals.

Endt. No.4114A/54-1, dated 19.1.54.

Referred to the C.E.(H) for immediate remarks. He is requested to send his report on or before 30.1.54. The report should indicate the approxim cost of each work proposed.

/True copy/.

Copy of letter from Sri K.K.Nambiar, Chief Engineer (Highways), Chepauk, Madras-5, Highways Department, Letter No.2652-B3-54-HR dated 16.2.54 dated 16.2.1954.

Sub: Proposals - for providing road decking over existing Railway bridges Proposals - Submitted.

Ref: Government Endorsement No.4114-A/54-1, dated 19.1.54.

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In Government of India's letter communicated with the Endorsement cited above, it is proposed to consider the possibility of making alterations to some of the existing Railway bridtes so as to provide for road traffic as well and these are proposed to be examined by a Committee to be appointe for the purpose. The State Government have been requested to forward cases where the provision of road decking is considered an urgent necessity.

In the connection I have to state that the Baliapatam Railway bridge was recently decked so as to serve and a rail-cum-road bridge. It is however considered that such conversion in preference to independent road-bridges is not desirable in view of the restrictions imposed by the Railwa and the interrutptions to smooth flow of traffic due to closing of the gate to allow passing of trains. These inconveniences are of a permanent nature and should be avoided as far as possible. However, there are some cases where the cost of construction of independent bridges will be prohibitive to be met from the State resources at present but at the same t the construction of a bridge will be an urgent necessity. Under such circumstances and where there is a Railway bridge, I consider that opportu may have to be taken to convert the Railway bridge into a Rail-cum-Road bridge.

I recommend the following two cases to Government with reference to Endorsement cited above:

1.PROVIDING ROAD DECKING TO THE ULLAL RAILWAY BRIDGE ACROSS NETHRA VATHI NEAR MANGALORE IN SOUTH KANARA DISTRICT.

The Nethravathi river forms the southern boundary of Mangalore town. At present the vehicular traffic to the southern parts of Mangalo will have to come via Bantval which will involve an extra distance of abou 32 miles. The provision of an independent bridge will permit through traffic from Mangalore to Kasaragod which is a Government Major District Road and them on to Malabar along the coast road.

It is understood that the conversion of Mangalore port into an all weather port is sanctioned in which case, the Mangalore town will become very congested if it is not allowed to expand on the Southern side. Expans of the town towards south of Netravathi river is possible only if a bridge constructed across the river. At present, the people are crossing the river by ferry or by the foot-path provided in the railway bridge. E this ferry service for the passenger traffic is not safe as it is very ne to the sea. Hence a bridge across this river for vehicular traffic will relieve the congestion in Mangalore town and it will also facilitate throug traffic.

The construction of a pucca road bridge will be very costly and prohi tive as it will involve deep foundations and as a water way of 2,400 feet will have to be provided. In view of the present financial position, it ma

not be possible to construction a road bridge in the near future. It will be an economical proposition to provide road decking to the Railway bridge. Provision for railwcum-road bridge was only considered even while preparing the comprehensive plan of Post War Road Development and the same is included.

In this connection it is pointed out that numerous petitions and memorials were received by the Government from the people of the locality requesting the Government to provide road decking to the Railway bridge. This proposal was them deferred in Government Memo. No.5151 A/49-3 dated 8.12.49, as the General Manager (S.I.R) in his letter No.Wc.39/58/4/27 dated 14.2.49, reported that it is not considered feasible to agree to the proposal from the Railway point of view. The reasons for not agreeing to the proposal were not mentioned by the Railway authorities. It is presumed that this proposal was considered not feasible as it will restrict the Railway traffic also to a certain extent and that it may not be due to any technical difficulty. The rough cost of providing road decking to the Railway bridge will be about Rs.10 lakhs and the cost of forming approach roads to the Railway bridge will be about Rs.50,000/-

(2)PROVIDING ROAD DECKING TO THE RAILWAY BRIDGE ACROSS PAMBAN PASSAGE NEAR MANDAPAM IN RAMNAD DISTRICT.

Madurai Dhanuskodi road (N.H.49) is intended to connect Madurai with the extreme end of the Indian Union at Dhanuskodi, a Railway terminus and get off to Ceylon. Dhanuskodi is in one part of Rameswaram island which is cut off from the main land by the Pamban passage. Rameswaram is an all India pilgrim centre and pilgrimage to Rameswaram is not complete without Sea bath and worshi at Dhanuskodi. At present N.H.49 terminates at Ramnad and therefore it is essential to continue upto Dhanukodi. The works of formation of and providing wearing surface to Ramnand Mandapam road have been sanctioned by Government of India. (i.e. extension of N.H.49 upto Mandapam for about 21½ miles) and they are under execution and will be completed soon. The benefits of extension of N.H.49 upto Mandapam will not fully materialise unless a bridge for vechicular traffic is provided across Pamban passage so that the pilgrims coming from all parts of India can conveniently go to Rameswaram add Rameswaram and Dhanuskodi without solely depending on the trains.

As the Pamban passage is very wide, the length of the Railway bridge being about 1¼ miles, and as deep foundations will be involved, the cost of providing decking and annual maintenance cost and a separate road bridge will be prohibitive and it may not be possible to have it in the near future. Hence it is considered desirable to provide road decking to the existing railway bridge.

As the bridge will connect Mandapam with Dhanuskhodi, which portion is to be considered as forming part of N.H,49 (Madura Dhanuskodi Road), the cost of providing decking annual maintenance cost will have to be borne by Government of India. This may be specifically brought to the notice of Government of India, while forwarding the proposals.

The rough cost of providing road decking to the Railway bridge will be Rs.26.5. lakhs and the cost of forming approach roads to the Railways bridge will be Rs.50,000/-

Copy of letter No.4114 A/54-6, dated 9.3.54.

Addressed to the Secretary to the Government of India Ministry of Transport (Roads Wing), Jamnagar House, Shajehan Road, New Delhi-2.

Sub: Proposals for providing road deckings over existing railway bridges.

Ref: Sri Ranganathan's letter No.PL-20(5) 53, dated 14.1.54.

* * *

I am directed to state that the Ullal Railway bridge across the Netravathi river near Mangalore in South Kanara district may be provided with road decking. The approximate cost of providing decking to this bridge will be about Rs.10 lakhs and the cost of forming approach roads to it will be about Rs.50,000. The Netravathi river forms the southern boundary of Mangs town. At present, vechicles proceeding to southern parts of Mangalore will have to traverse a distance of 32 miles via Bantval and the people are cross the river by ferry or by the footpath provided in the railway bridge. The ferry service for passengers is not safe as it is very near to the sea. Therefore a road bridge across the river will facilitate through traffic. However, a pucca road bridge will be very costly as it will have to be laid on deep foundations and provided with a waterway 2,400 feet. In view of this it will be economical to provide road decking to the existing railwa bridge. As regards the question of the State's share of the ..cost., the Govt of Madras would prefer to the proposals of the Committee first.

2. I am to add that the Chief Engineer (Highways) of this State has b asked to state whether there are any smaller railway bridges which could be decked with advantage for road traffic. A further communication in this regard will be sent in due course.

/True copy/.

Copy of Government Memorandum No.414A/54-7, dated 9.3.54.

Sub: Proposals for providing road deckings over existing railway bridges.

Ref: From the C.E.(H) Letter No.2652/B3/54, HR dated 16.2.1954.

* * *

The Chief Engineer (Highways) is informed that the Government do not consi it worthwhile to provide decking to the railway bridge cross the Pamban Passage in Ramanathapuram district.

2. It has been suggested that there may be smaller railway bridges which could be decked with advantage for road traffic and that though these bridges may not connect a State Highway or Major District Road, yet they may provide all weather communications. The Chief Engineer (Highways) is, therefore, requested to report whether there are smaller railway bridges which could be decked with advantage for traffic and submit necessary proposals by 25.3.1954.

3. The attention of the C.E(H) is invited to para 2 of Memo.No.13016A/5 Public Works, dated 22.3.54 and he is requested to submit his report in this re along with the proposals called for in para 2 of above.

Copy of letter from the Government of India, Ministry of Transport (Roads New Delhi-2, No.PL-20(5)53, dated 15 March 1954.

Sub: Appointment of a Committee to examine proposals for providing road d over existing railway bridges.

The undersigned is directed to say that the Government of Ind propose to consider the possibility of making alteration and additions to the existing railway bridges so as to provide roadways for carrying road as well, wherever the construction of a separate road bridge may not be f in the near future for financial or other reasons. For this purpose it been decided to appoint a Committee, who, after examination of individual cases, will submit their recommendations to Government.

2. The composition of the Committee will be as follows:

1) The Additional Consulting Engineer (Roads) to the Government of India. — Chairman.

2) One representative of the Ministry of Railways (Railway Board). — Member.

The Deputy Consulting Engineer (bridges), Ministry of Transport (Wing), will be the Secretary of the Committee.

3. The Committee will have the power to co-opt representatives of the St Government and local Railway Administrations concerned for the examinatio of proposals relating to bridges lying in their jurisdiction. The Commi may also co-opt representatives of the Ministry of Finance (Railway Finan Communications Divison, and if necessary, General Finance for the purpose of finalising their proposals for allocation of costs between the parti concerned.

4. As for the scope of the work of the Committee, it is felt that in th first instance the Committee may examine such cases, where, in the opinio of the State Government concerned, provision of a road decking over an existing railway bridge is immediately necessary and for which the State Government are willing to bear their share of extra cost for the initial work and subsequent maintenance as determined by the Government of India.

5. The terms of reference of the Committee will be as follows:-

1) To invite and study proposals of State Governments regarding provision of roadways on major railway bridges which are located on reaches of rivers near which no road bridges exist at present.

2) To examine whether such proposals are technically feasible, from engineering considerations; will not adversely affect railway operations, with due regard to the progressively increasing traffic each year that will have to be carried; and are reasonable in cost.

3) To estimate the probable cost in each case, where engineering and rai way operating considerations permit of a roadway, and make recommendat regarding its allocation between the parties concerned.

4) To convey conlusions and make such other recommendations to the Governm of India as are considered desirable.

6. State Governments have already been requested to submit proposals aro providing road deckings on existing railway bridges wherever such deckings are considered urgent, vide this Ministry letter NO.PL-20(5)/55, dated 14th January 1954 (Copy endors to the Ministry of Railways (Railway Board)-

7. The Local Railway Administrations concerned will supply to the Commi direct such desings, calculations, estimates, railway traffic census, and other data as are considered necessary by the Committee in connection wit any proposed alterations and additions to existing railway bridges. The Ministry of Railways (Railway Board) will issue instructions to this effe to all the Railway Administrations.

8. The Ministry of Railways (Railway Board) are requested to indicate th name and designation of their nominee who will serve on the Committee.

/True copy/.

Public Works Department A

ENDORSEMENT No. 4114A/54-8 . Dated 18.3.54.

Copy communicated to the C.E.(H) for information.

2. He is also requested to expedite his reply to this Department Memorandum No.4114A/54-7, dated 9.3.1954.

/True copy/.

Copy of letter From Sri K.K. Nambiar, Chief Engineer(Highways) Chepauk, Madras-5, Letter No.10097 B3/54-2, dated 24.3.1954.

Sub: Proposals for providing road decking over existing railway bridges.

Ref: Government Memo.No.4114 A/54-7, dated 9.3.54.

I) In my previous letter, I have already pointed out the inconvenienc of Rail-cum-road bridges which arrangement is neither perfectly satisfactotry to the railway nor to the road interests because of the restrictions imposed by the Railway and the interruptions to smooth flow of traffic caused by the closing of the gates to allow passing of trains. Hence, cases where the cost of construction of independent road bridge will be prohibitive to be met from the State resources at present, but at the same time the construction of a bridge is an urgent necessity were alone considered and recommended to Government. In the case of smaller crossings, it is desirable to have independent road bridges instead of Rail-cum-road bridges as the extra cost if any involved in the former will more than compensate the difficulties that will be encountered in providing road decking to the Railway bridges.

II) Assuming the cost of decking at Rs.400/- per foot length and average cost of approaches (cost will vary with the height of the bridge over adjoining road leads for materials etc.,) at Rs.30,000/- and the cost of maintaining watchmen etc., at Rs.6,000/- per year, payable to the Railway administration and captalising this at 25 times annual charges and taking the cost of pucca road bridge at Rs.1000/- per lineal foot, the following equation is derived:-

(400 xplus 30000)plus (25 x 6000)
should not be more than 1000x

i.e. 600 x should not be less than 150000 plus 30000

∴ x should not be less than 180000/600=300

It is therefore seen that re-decking of railway bridges less than 500' in length will be uneconomical and will ultimately cost more than th cost of constructing independent road bridges.

III) However, as desired in para 2 of the Government Memo.and with reference to above considerations, I recommend the following few cases of Railway bridges exceeding 500' in length for conversion to Rail-cum-roa bridges.

	APPROXIMATE COST OF DECKIN AND FORMATION OF APPROACHE Rs.
TANJORE DISTRICT.	
1. Road decking the Railway bridge over Agniar river in Mile 5/5 & 6 of Pattukottai Arantangi road (District Board O.D.R.) Length 600'	Rs.2.75 lakhs.

SOUTH KANARA DISTRICT

2. Road decking the Railway bridge over Uppala river in Mile 13/5 of Mangalore Chervathur coast road (Government M.D.R.) Length 475' — 2.25 lakhs

3. Road decking the Railway bridge over Shiriya river in mile 19/7-8 of Mangalore Chervathur Coast road (Govt. M.D.R.) Length 550' — 2.50 lakhs

4. Road decking the Railway bridge over Mogral river in Mile 24/2 of Mangalore Chervathur Coast Road (Govt. M.D.R.) Length 308' — 1.50 lakhs

In this connection I am also to mention that there are 4 other unbridged crossings of less than 500' length in miles 2/1,21/ 2/8 and 12/2 of Pattukottai Arantangi road (District Board O.D.R.) fo independent road bridges are required at a cost of Rs.1.50 lakhs eac Unless these road bridges are also put up simultaneously with the dec the Railway bridge at M5/5-6 proposed in item (i) above, the road frc Pattukottai to Arantangi will not serve as on all weather route. Sim on Mangalore Chervathur coast road (Govt. M.D.R.) 3 other corssings o less than 500' length in miles 21/3-4, 37/4, and 40/6-7 are to be provided with independent road bridges (cost Rs.2.18, 1.80 and 2.75 l pectively), simultanteously along with the decking of the Railway bri propsed in items 2 to 4 above, so that the whole road would serve as an all weather route. All the above road bridges through coming wit the comprehensive plan of Post War Road Development they are not specificially indluded in the 1st 5 year plan of Post War Road Develo

(IV) Regarding the proposal for decking the Railway bridge over the Cauvery river between Erode and Pallipalayam, the same was viously examined. If a combined Rail-cum-road bridge is put up, new roads will have to be formed on either end of the bridge to a len of about 2 miles in Combatore District and about half a mile in Salem District so as to connect the existing roads, as there are no roads a present on either side of the Railway bridge. In view of the heavy cost involved in the above, ~~the heavey cost involved in the above~~, th proposal was given up as per orders in Government Memo.No.19024-5F L. dated 15.10.51.

Alternatively the construction of an independent road bridge mersible bridge) was considered cheaper at an estimated cost of Rs.3 lakhs. The bridge comes on roads classified as V.R. on the Erode side (Coimbatore District) and other District Roads on the Pallipalay (Salem District) which are under Coimbatore and Salem District Board respectively. As this major bridge coming on Village Roads and Other District Roads is not contemplated in the Post War Road Development and as the local bodies concerned viz. Coimbatore and Salem District Boards and Erode Municipality were not willing to share any portion of the cost of the bridge, this was also dropped in Government Memo.No. 51-4E L.A.D. dated 24.4.52.

Copy of letter No.4114 A/54-10, dated 15th April 1954.

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Addressed to the Secretary to the Government of India, Ministry of Transport (Roads Wing) Jamnagar House, Shajehan Road, New Delhi-2.

. . .

Sub: Proposals for providing road decking for existing railway bridges

Ref: Sri Ranganathan's letter No.PL-20(5)53, dated 14.1.54.

. . . .

In Continuation of this Government letter No.4114 A/54-6 dated 9th March 1954 I am directed to state that there are no other railway bridges where the provision of a road decking is considere an urgent necessity.

/True copy/.

Copy of letter No.4114A/54-11, da ed 28-5-54.

Addressed to the Secretary to the Government of India, Ministry of Transport (Road wing), Jamnagar - House Shajehan Road, New Delhi-2.

Sub: Proposals for providing road decking for existing railway brid

Ref: Sri Ranganathan's letter No.PL-20(5)53, dated 14.1.54.

. . . .

I am directed to invite a reference to this Government lette Nos.4114A/54-6, dated 9.3.54 and 4114 A/54-10, dated 15.4.54 and to enquire when a further communication in the matter may be expecte

/True copy/.

. . . .

Copy of letter from Government of India, Ministry of Transport (Road Wing), New Delhi-2, No.PL-20(3)54, dated 19 6.1954.

Sub: Proposals for providing road deckingover existing railway bridg

. . . .

With reference to your letter No.4114 A/54-11, dat 28th May 1954, I am directed to say that the proposal of the State Government has been forwarded to the Committee set up for examining these proposals. It is understood the Committee may take about six months to examine proposals received from all States and submit thei recommendations. After their recommendations have been received and considered by the Government of India, a further communication will l sent to the State Government.

/True copy/.

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Endorsement No.4114 A/54-12, dated 3rd July 1954.

Copy communicated to the Chief Engineer Highways) for information.

/True copy/.

Superintendent.

7/7/54

Copy of the notes.

The file relates to the proposals for providing road deckings over railway bridges in this State. The Government of India, Ministry of Transport (Roads Wing), have stated that they propose to consider the possibility of making alternations and additions to some of the existing railway bridges so as to provide road ways for carryi road traffic as well, where the construction of a separate road bridge may not be feasible in the near future for financial or other reasons and that they have decided to appoint a committee for this purpose. The State Governments have been requested to forward (by 12.2.1954) proposals in respect of those railway bridges in their area, where the provision of road decking is considered an urgent necessity. The Government of India have stated that, if it is finally ~~decixdxix~~ decided to provide an existing railway bridge with road decking, the State Government concerned will have to bear their share of the initial cost of construction and subsequent maintenance of the road decking as may be fixed after taking into consideration the recommendations of th Committee mentioned above.

2. The Chief Engineer(Highways) has recommended that the followi two railway bridges may be provided with road deckings:-

1) Ullal railway bridge across the Nethravathi river near Mangalore in South Kanara District, and

2) Railway bridge across Pamban Passage near Mandapam in Ramanathapuram District.

3. ITEM (1) IN PARAGRAPH 2 above.

The estimated cost of decking the Ullal bridge will be about Rs.10.50 lakhs. This bridge will connect a State road and therefore the cost of the work has to met from the State Funds. Tolls can be levied to recoup the expenditure to be incurred from State funds when the amount is Rs.5 lakhs and more.

4. ITEM (2) IN PARAGRAPH 2 above.

The estimated cost of decking the Railway bridge across the Pamban Passage will be about Rs.27½ lakhs. This bridge when decked,

will connect Mandapam with Dhanushkodi, which portion is considered as forming part of National Highway 49. Therefore the cost of the work is to be met by the Government of India.

5. This Department have suggested that both the proposals may be forwarded to the Government of India for their consideration. Finance have agreed to the proposal for decking the Ullal bridge in South Kanara district (item (1) in para 2 above) being fowarded to the Government of Indi. As regards the proposal for decking the railway bridge across the Pamban passage, the Finance Secretary considers that it will be waste of public funds, whether Central or State, as Pamban is a barren island with neither agriculture worth the name or industries and that it need not, therefore, be put up to the Government of India. In this connection the Finance Secretary has also observed as follows:-

"I am not sure whether the Chief Engineer has looked up the road - cum - rail map carefully to find out whether there are smaller railway bridges which could be decked with advantage for road traffic. They may not be on State Highways or Major District roads, but the Railway bridge may provide all weather communications."

In the circumstances stated by Finance it is for consideration whether the proposal for decking the Ullal railway bridge in South South Kanara district alone may be forwarded to the Govt. of India. With reference to 'A' above the Chief Engineer(Highways) may be asked to examine the matter and submit necessary proposals as soon as possible. The Govt. of India may be informed that proposals for decking some more smaller railway bridges will be sent to them in due course, if it is found necessary. A draft letter to India and a draft memo. to the Chief Engineer (Highways) are submitted for approval.

3. The file/ may be circulated to Minister (Works) and Minister(Finance for approval of the draft letter to the Government of India.

~~True copy~~/. A.J.C
4/3/54 M.S.R 6/3/54
T.M.S. Mani 6/3/54
M(W) Shanmuga Rajeswaran 6/3/54.

The proposal to deck the bridge near Erode also may be sent. necessary a further examination with regard to this may be sent after E.'s report. The examination of the proposal by C.E, may be expedited.

C. Subramaniam.
7/3/54.

Submitted. T.M.S. Mani 8/3/54
M(W). Shanmuga Rajeswaran 9/3/54
e draft letter to India (Draft I) may issue.

With reference to the minutes of M(F & E) on p. 12 ante it is submitted at the C.E(H) has already been asked to examine, ~~xxxxxxxxxxx~~ sibility of providing road decking over the exisitng railway bridge ar Erode for road traffic - vide p. 5 .c.f. of linked~~xxx~~ file. He now be asked to expedite his report. A para may be added to Draft II as indicated in pencil. Draft II as added to may issue.

A.J.C.
9/3/54

(Issued as Letter No.4114A/54-6, dated 9.3.54)

(Issued as Memo.No.4114 A/54-7, dated 9.3.54)

From the Govt. of India, letter No.PL-20(5)53, dated 15.3.54.

The letter on p.p. 19-21 (7-8) c.f. from the Govt. of India regarding the appointment of a committee for examining proposals for providing road deckings over existing railway bridges may be read. A copy of his letter may be communicated to the C.E.(H) for information. The draft endt. on p. 22 (6) c.f. is for approval. He may also be requested to expedite his reply to the Memo. at, p p.17-18 (5) c.f. The draft submitted provides for this.

A.J.C.
18/3/54.

(Issued as Endt.No.4114 A/54-8, dated 18.3.54)

/True copy/.

~~Superintendent~~

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Copy of P.W.D.(A-82) Notes.

The proposal in this file is to provide road deckings over certain railway bridges in this State . The Government of India have stated that they propose to consider the possibility of making alterations and additions to some of the existing railway road bridges so as to provide road ways for carrying road traffic as well, where the construction of a separate road bridge may not be feasible in the near future for financi or other reasons and that they have decided to appoint a committee for this purpose. The State Governments have been requested to forward propo in respect of those railway bridges in their area, where the provision of road decking is considered an urgent necessity. The Government of India have stated that, if it is finally decided to provide an existing railway bridge with road decking, the State Government concerned will have to bear their share of the initial cost of construction and subsequent maintenance of road decking as may be fixed after taking into consideration the recommendations of the Committee mentioned above. Thi Government have informed the Govt. of India that the Ullal railway bridg (about 3000 ft. long) across the Netravathi river near Mangalore in Soutl Kanara district may be provided with road decking. As regards the quest of the State's share ofthe cost they have been told that this Govt. would prefer to see the proposals of the Committee first.

2. In this connection, Finance Secretary suggested that there might be smaller railway bridges which would be decked with advantage for road traffic and that, though these bridges might not connect a State Highway or Major District Road, yet they might provide all weather communications. M.(F & E) minuted that the proposal to deck the bridge near Erode might also be sent and that if necessary a furthe communication with regard to this might be sent after C.E.'s report was received. The Chief Engineer(Highways) who was consulted in the matter considers that in the case of smaller crossings it is desirable to have independent road bridges instead of rail-cum-road bridges as the extra cost, if any, involved in the former will more than compens the difficulties that will be encountered in providing road decking to

to the railway bridges. He has also pointed out that decking of railway bridges less than 300 ft. in length for road traffic will be un-economical and will ultimately cost more than the cost of constructing independent road bridges. In view of this, he has recommended, that the following railway bridges, exceeding 300 ft. in length may be converted into rail-cum-road bridges:-

NAME OF BRIDGE	APPROXIMATE COST OF DECKING (Rs. IN LAKHS).
1) Road decking the railway bridge over Agniar river in M.5/5-6 of Pattukottai Arangangi road - Length 600 ft - Tanjore Dt. (O.D.R. Dt. Bd.)	2.75
SOUTH KANARA DISTRICT	
2) Road decking the railway bridge over Uppala river in M.13/5 of Mangalore Chervathur coast road- Length 475 ft. (M.D.R.-Govt.)	2.25
3) Road decking the railway bridge over Shiriya river in M.19/7-8 of the same road - Length 530 ft.	
4) Road checking the railway bridge over Mogral river in M.24/2 of the same road - Lenghh 308 ft.	1.50

He has however, stated that there are 7 other unbridged cr pssings of less than 300 ft. in length, (4 on the Pattukottai Arantangi road and 3 on the Mangalore Cheruvathur road) for which independent road bridges are required and that unless these road bridges are put up simultaneously along with decking of the railway bridges referred to above the two roads will not serve as an all weather route.

As regards the proposal for decking the railway bridge over the Cauvery river between Erode and Palliapalayam the Chief Engineer has stated that if a combined rail-road bridge is put up, new roads will have to be formed on either end of the bridge to a length of 2 miles in Coimbatore District and about ½ mile in Salem District so as to connect the existing roads, as there are no roads at present on either side of the railway bridge. He has added that this proposal was previously examined by the Government in the H.E. & L.A Deptt. and given up in view of the heavy cost involved. He has reported

that the proposal for an independent road bridge was also examined by the Govt. in H.E.L.A. Dept. and dropped in April 1952 as it was not included in the Post War Road Development plan and as the local bodies concerned were not willing to share any portion of the cost of the bridge.

3. This Department have considered that there is no advantage financially in agreeing to construct the rail-cum-road bridges at the four places suggested by the C.E. and have, therefore, proposed to drop these four schemes as also the proposal for decking the railway bridge between Erode and Palliapalayam. H.E.L.A. and Finance agree.

4. The file may be circulated to M.(W) and M(F & E) for orders whether the proposal in para 3 above will be approved.

A.J.C.
8/4/54

From page 19 ante A.A. at page 21 is for approval.

M.S.Ramu
8/4/54

M(W) Sethupathi.
M(F & E) 10/4 C. Subramaniaym
14.4.54.

In continuation of this Govt. letter on p. p.15-16 the Govt. of India may be informed that there are no other railway bridges in this State, where the provision of a road decking is considered an urgent necessity. Subject to approval a draft letter is submitted.

A. J.C.
15.4.54.

(Issued as Letter No.4114 A/54-10, dated 15.4.54)

It is for orders whether the file may be recorded in a G.O. with a C.B.E. against 1.6.54. or whether _____

/True copy/.

It may be kept open with reference to 'X' on p. 15 c.f

A.J.C.
21.4.54.

(Issued as letter No.4114 A/54-11, dated 28.5.54)
From the Govt. of India, letter NO.PL-20(5)54, dated 19.6.54.

The Government of India have stated that the proposal of th
Government in the letter on p. 5 p.15-16 c.f. has been forwarded to th
Committee set up for examining these proposals, and that the Commit
may take about six months to examine proposals received from all St
and submit their recommendations. They have added that after ~~the~~
~~receipt~~ recommendations of the Committee have been received and
by them, a further communications will be sent to this Govt.

2. A copy of the reference on p. 13 29 c.f. from the Govt
of India may be communicated to the C.E.(H) for information. The
endt. on p. 13 29 c.f. is for approval. After issue the papers in thi
file may be recorded in a G.O. with a call noted for 20/1.1.55.

A.J.C.
2.7.54

Copy of G.O.Ms.No.2402, dated 9th July 1954.

Abstract.

Communications - Bridges - Decking railway bridge across Netravat
river, South Kanara district for road traffic - Proposal forwarded
to Government of India - Papers recorded.

/True copy/

P. V. Venkateswar
~~Superintendent.~~